

CENTRAL INTELLIGENCE AGENCY

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Comments on New Methods of Petroleum
Shipping Appearing in the 1 May 53
Issue of "Ogonyok"

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1. The Soviet journal "Ogonyok" for 1 May 53 (No 18) carries an article on Page 12 by the correspondent Morozov under the heading "Motorship Pushing a Barge". The article includes a photograph of the motorship "Khudozhnik Kramskoi" pushing a loaded petroleum barge.
2. [redacted] The Volga-tanker Shipping Company was working out new methods of moving petroleum barges as early as 1950, and it is apparent from this article that beginning in the 1953 season, one of these modern methods of moving petroleum barges has been worked out and put into practice by the Volgatanker Shipping Company. The method consists of pushing the barge in the following manner. The barge is equipped with a special steel socket and the cutwater of the tug is attached in this socket, thus avoiding the tendency to yaw and providing greater maneuverability. After this the tug can move the barge by pushing. As is apparent from the article, the pushing method permits a significant increase in speed. Ordinarily a petroleum barge takes 20 days for a trip from Astrakhan to Gorki. [redacted]
[redacted] By the pushing method, the same barge makes the Astrakhan-Gorki trip in 14 days. The Volgatanker shipping company intends to transport 600 thousand tons of petroleum products during the 1953 season by the pushing method. The article indicates that barges with petroleum products will be moved in this manner by the motorships "Khudozhnik Kramskoi", "Vasnetsov", "Levitan" and others. Judging by the volume of petroleum products to be moved by the pushing method (600 thousand tons) not less than ten motorships will be transferred to this work during the 1953 season
3. In addition to speeding cargo deliveries, the method of pushing the barges will lower fuel expenditures and cut down on engine wear.
4. [redacted] the following concerning the M/S "Khudozhnik Kramskoi" shown in the photograph which accompanies the article in "Ogonyok": The motorships of this series are produced by the Sormovskiy Plant for Transport Machine-Building imeni

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Zhdanov and the shipyard in Krasnoarmeisk near Stalingrad. (This shipyard has been rebuilt.) The Sormovskiy yards started this series in 1949 while the Krasnoarmeisk shipyard started the series in 1950. Four such motorships are in use by the Volgatanker Shipping Company, while about 15 of these vessels were in use in the Volgatanker Shipping Company in 1951. It is apparent now from the article that new ships of this same type have appeared, [redacted] there were no motorships of the "Khudozhnik-type" in the "Volgatanker" Shipping Company, while now there are the "Khudozhnik Kramskoi", "V Vasnetsov" and "I Levitan". These motorships are two-screw tugs, and some of the main engines develop a total of 600 hp for each ship; the draft-power on the hook is about 10 tons per rated horsepower. With load, the ships make about 3.5-4 kilometers an hour; while empty they make 16-18 kilometers an hour.

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5. The "Amu-Daria" a petroleum barge also depicted in the photo is an old type built by the Sormovskiy yards sometime in the 30's. The capacity of this barge is about 5,000 tons.

6. [redacted] The author permits in his article a lyrical digression of the following content: "The unusual caravan confidently maneuvers in the broad reaches of the Volga in the bright spring sunshine. It makes its way past busy docks of a large Volga town, past the delicate girders of the bridge over the river, and past the walls and towers of the old Astrakhan Kremlin."

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7. During 1950-51 a new highway bridge was being constructed across the Volga in the region of the lower end of Astrakhan in 1950-1951. The construction work was being carried on with particularly fast tempo in 1951. Judging by the article, [redacted] the bridge is now completed. [redacted] The author of the article writes that the row of barges is going up the Volga. The main petroleum bases which load Volgatanker Shipping Company barges are located along the banks of the Volga below Astrakhan. The author apparently was on board a ship while getting the impressions for his article. His notes are in the same order as the sights that he would see in moving up the Volga. And in actuality, if a ship or row of barges goes up the Volga from Astrakhan he will first see the bridge, then the Astrakhan Kremlin.

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